

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

This material contains information affecting the National Defense of the United States within the meaning of the Espionage Laws, Title 18, U.S.C. Secs. 793 and 794, the transmission or revelation of which in any manner to an unauthorized person is prohibited by law.

C-O-N-F-I-D-E-N-T-I-A-L

COUNTRY	Rumania		REPORT		
SUBJECT	New Military Airfi IL-28s at Kogalnic	eld for	DATE DISTR.	8 Dec. 1955	05.74
			NO. OF PAGES	9	25X1 .
DATE OF INFO.			REQUIREMENT NO.	RD	
PLACE ACQUIRED			REFERENCES		25X1
DATE ACQUIRED		This is UNEVALU	JATED Information		
	SOURCE EVALUATIONS ARE	DEFINITIVE APPRAIS	SAL OF CONTENT IS TEN	ITATINE	·
					*

25X1

USAF review completed.

25 YEAR RE-REVIEW

C-O-N-F-I-D-E-N-T-I-A-L

						77														
STATE #	X	ARMY	#	x	NAVY	#	ж	A	IR ;	#	x	FBI		AEC						
											(Note:	Washi		alteration at an						
						-					(11010)	** (15)111	igion	distribution	indicated	P PAX	"; Field	distribution	on by '	'#")
																			·	

INFORMATION REPORT INFORMATION REPORT

		CONFIDENT	!IAL	REPORT	25X1
					25/1
	Y Rumania			DATE DISTR. 14 Nov. 195	5
SUBJECT	New Milit Kogalnice	ary Airfield for IL- anu	28s at	NO. OF PAGES 8	
DATE OF	INFORMATION			REFERENCES:	25X1
PLACE AC	CQUIRED '				
		. (•	
		THIS IS UNEVALUATED	INFORMATION	19.52	
			THE CRIMINATION		
					a •
. Foll	owing is th	e legend for the ske	tch on page 5		25X1
a.	Village of	Kogalniceanu (N 44-2	2, E 28-27, fo	ormerly Ferdinand I).	
b.	A road which formerly Car	led to the villege	of N. Balceso	ou (N 44-24, E 28-23,	•
c.	The newly-co about 25 km from Lac Tas	onstructed Kogalnices north-northwest of saul (N 44-22, E 28-	anu Military A Constanta and 35).	irfield which was I six kilometers	
đ.	A road which with the vil	connected the villa lages of Kogalnicear	ige of Sibioar		. **
.e.		the state of the s	id and N. Balc	a (N 44-22, E 28-33)	
1	A road which (N 44-16, E partially of	led to Constanta th	rough the vil	lage of Ovidiu	
	partially of	led to Constanta the 28-34); this road, probblestone, was ap	prough the vil partially of copproximately 1	lage of Ovidiu rushed stone and O m. wide.	25X1 25X1
• a. A	partially of mas identifi	led to Constanta the 28-34); this road, probablestone, was apartial view of the ed the following points at the stone which are	prough the vil partially of copproximately 1 be Kogalnicean ints:shown on	lage of Ovidiu rushed stone and O m. wide. u Military Airfield page 6:	
a. A	partially of mas identifiations of creating the ovi	led to Constanta the 28-34); this road, proceedings of the cobblestone, was appartial view of the following points at the following points and stone which codin-Kogalniceanu roa	prough the viller of coproximately 1 are Kogalnicean on parts shown on parts of the Kogalnice of the Kogalni	lage of Ovidiu rushed stone and O m. wide. u Military Airfield page 6: niceanu Airfield	
a. A. W.	partially of mas identifiation of critical of critical of critical guard shad	led to Constanta the 28-34); this road, probablestone, was apartial view of the ed the following points at the stone which are	prough the viller of coproximately 1 de Kogalnicean on proceed Kogalnice.	lage of Ovidiu rushed stone and O m. wide. u Military Airfield page 6: niceanu Airfield	
a. A. W.	partially of mas identifiation of critical of critical of critical guard shad	led to Constanta the 28-34); this road, probablestone, was apparated view of the data the following points and the check noing	prough the viller of coproximately 1 de Kogalnicean on proceed Kogalnice.	lage of Ovidiu rushed stone and O m. wide. u Military Airfield page 6: niceanu Airfield	· 25X1
a. A. W. b. A. a. 25	partially of pas identification of critical formula of critical formula guard shading. This circles	led to Constanta the 28-34); this road, probablestone, was apparated view of the data the following points and the check noing	prough the viller of coproximately 1 de Kogalnicean on proceed Kogalnice.	lage of Ovidiu rushed stone and O m. wide. u Military Airfield page 6: niceanu Airfield	· 25X1
a.	partially of mas identification of critical formula of critical formula guard shading. This ci	led to Constanta the 28-34); this road, probablestone, was apparated view of the data the following points and the check noing	and N. Baic mrough the vil partially of o oproximately 1 he Kogalnicean ints: shown on p innected Kogaln d. t for all vehi ed by an armed	lage of Ovidiu rushed stone and O m. wide. u Military Airfield page 6: niceanu Airfield	· 25X1

were used as billets and administration offices of the airfield. Two taxi strips both strips were approximately 20 m. x 10 m. and were concrete was defective. A grass-covered area. One runway, in the middle of the airfield, which ran in a north-west-southeast direction and which was 2500 m. long; it was 60 to 80 m. wide and was built of reinforced concrete. The concrete surface was in poor condition and had cracked. In or radar facilities nor any control tower at the four Molotov-type gasoline trucks, approximately rece tons each, which brought fuel from Constanta. Electricity was a construction of a control tower and other buildings was in progress the cracked runway and taxi strips were under repair. Six IL-28 aircraft parked in front of the hangar. These construction of a control tower and other buildings was in progress the cracked runway and taxi strips were under repair. Foraft had been brought from the USSR and were part of a new bomber isometer in the IL-28s. The course taught by the Soviet officers one pilot, inexigator, and one technician - nebecked out Rumanian Air Force issted of six months of ground instruction and one month of actual institution and one month of actual institution and one month of actual which time the Soviet officers left the airfield. Airfield. From this visit to the airfield. Airfield. From this visit to the airfield, the lowing details of the newigator's compartment. The navigator's compartment thad the following instruments on the left-side wall (see page 7): (1) The radio compass (radio compasul). (2) Radio altimeter (radio altimetrul). (3) Air-speed indicator (vitezometrul). (4) Gyro-horizont indicator (giro-orizont). 5) An unidentified instrument The radio transmitter and receiver (statica de radio emisiere-ceptie) were located to the right of the air-speed indicator. Chis does not appear on sketch	A hangar which was approximately 100 x 50 x 15 m; Eight brick buildings which were two and three stories high; were used as billets and administration offices of the airfield. Two taxi strips both strips were approximately 20 m. x 10 m. and were constructed of reinforced concrete. A grass-covered area. One runway, in the middle of the airfield, which ran in a north-west-southeast direction and which ran in a north-
Eight brick buildings which were two and three stories high; they were used as billets and administration offices of the airfield. Two taxi strips but strips were approximately 20 m. x 10 m. and were concrete was defective. A grass-covered area. One runway, in the middle of the airfield, which ran in a north-west-southeast direction and which was 2500 m. long; it was 60 to 80 m. wide and was built of reinforced concrete. The concrete surface was in poor condition and had cracked. no radar facilities nor any control tower at the four Molotov-type gasoline trucks, approximately ree tons each, which brought fuel from Constanta. Electricity was allable at the field econstruction of a control tower and other buildings was in progress defended runway and taxi strips were under repair. Six IL-28 aircraft parked in front of the hangar. These vision that was being formed. Three Soviet officers one pilot, lored in the IL-28s. The course taught by the Soviet officers in the IL-28s. The course taught by the Soviet officers in the IL-28s. The course taught by the Soviet officers in the IL-28s. The course taught by the Soviet officers in the IL-28s. The course taught by the Soviet officers in the IL-28s. The course taught by the Soviet officers in the El-28s. The course taught by the Soviet officers in the El-28s. The course taught by the Soviet officers in the El-28s. The course taught by the Soviet officers in the El-28s. The course taught by the Soviet officers in the El-28s. The course taught by the Soviet officers in the El-28s. The course taught by the Soviet officers in the El-28s. The course taught by the Soviet officers in the El-28s. The course taught by the Soviet officers in the El-28s. The course taught by the Soviet officers in the El-28s. The course taught by the Soviet officers in the El-28s. The course taught by the Soviet officers in the El-28s. The course taught by the Soviet officers in the El-28s. The course taught by the Soviet of El-28s. The course taught by the El-28s the El-28s. The course taugh	Eight brick buildings which were two and three stories high; were used as billets and administration offices of the airfield. Two taxi strips both strips were approximately 20 m. x 10 m. and were constructed of reinforced concrete. Concrete was defective. A grass-covered area. One runway, in the middle of the airfield, which ran in a north-west-southeast direction and which ran in a north-
were used as billets and administration offices of the airfield. Two taxi strips	were used as billets and administration offices of the airfield. Two taxi strips both strips were approximately 20 m. x 10 m. and were constructed of reinforced concrete. concrete was defective. A grass-covered area. One runway, in the middle of the airfield, which ran in a north-west-southeast direction and which ran in a north-
Two taxi strips Doth strips were approximately 20 m. x 10 m. and were constructed of reinforced concrete. the constructed of reinforced concrete was defective. A grass-covered area. One runway, in the middle of the airfield, which ran in a north-west-southeast direction and which was 2500 m. long; it was 60 to 80 m. wide and was built of reinforced concrete. The concrete surface was in poor condition and had cracked. no radar facilities nor any control tower at the four Molotov-type gasoline trucks, approximately rece tons each, which brought fuel from Constanta. Electricity was a construction of a control tower and other buildings was in progress in the oracked runway and taxi strips were under repair. six IL-28 aircraft parked in front of the hangar. These resolved runway and taxi strips were under repair. six IL-28 aircraft parked in front of the hangar. These resolved runway and taxi strips were under repair of a new bomber in the IL-28. The course Soviet officers one filtor, navigator, and one technician = shecked.out Rumanian Air Force issted of six months of ground instruction and one month of actual ing. This course began in November 1954 and ended on 4 May 1955 which time the Soviet officers left the airfield. Airfield. From this visit to the airfield, Airfield. From this visit to the airfield, Airfield. From this visit to the airfield, Airfield. Ravigator's compartment the properties Navigator's compartment the properties Navigator's compartment the radio compass (radio compasul).	Two taxi strips both strips were approximately 20 m. x 10 m. and were constructed of reinforced concrete. A grass-covered area. One runway, in the middle of the airfield, which ran in a north-west-southeast direction and which ran in a north-
both strips were approximately 20 m. x 10 m. and were constructed or reinforced concrete. concrete was defective. A grass-covered area. One runway, in the middle of the airfield, which ran in a northwest-southeast direction and which was 2500 m. long; it was 60 to 80 m. wide and was built of reinforced concrete. The concrete surface was in poor condition and had cracked. In or radar facilities nor any control tower at the four Molotov-type gasoline trucks, approximately allable at the field econstruction of a control tower and other buildings was in progress deconstruction of a control tower and other buildings was in progress the cracked runway and taxi strips were under repair. Six IL-28 aircraft parked in front of the hangar. These resolves to ficers one pilot, can add been brought from the USSR and were part of a new bomber so navigator, and one technician - shecked out Rumanian Air Force is stated of six months of ground instruction and one month of actual ring. This course began in November 1954 and ended on 4 May 1955 which time the Soviet officers left the airfield. Airfield. From this visit to the airfield, him the bomb rack: Navigator's Compartment The navigator's compastment had the following instruments on the left-side wall (see page 7): (1) The radio compass (radio compasul). (2) Radio altimeter (radio altimetrul). (3) Air-speed indicator (vitezometrul). (4) Gyro-horizont indicator (giro-orizont). (5) An unidentified instrument The radio transmitter and receiver (statioa de radio emisiere-ceptie) were located to the right of the air-speed indicator. (5) An unidentified instrument The radio transmitter and receiver (statioa de radio emisiere-ceptie) were located to the right of the air-speed indicator. On the right-side wall of the navigator's compartment, a panel with 72 switches. Wall of the side of the right of the air-speed indicator.	constructed of reinforced concrete. A grass-covered area. One runway, in the middle of the airfield, which ran in a north-west-southeast direction and which ran in a north-
concrete was defective. A grass-covered area. One runway, in the middle of the airfield, which ran in a northwest-southeast direction and which was 2500 m. long; it was 60 to 80 m. wide and was built of reinforced concrete. The concrete surface was in poor condition and had cracked. no radar facilities nor any control tower at the four Molotov-type gasoline trucks, approximately allable at the field e construction of a control tower and other buildings was in progress d the cracked runway and taxi strips were under repair. six IL-28 aircraft parked in front of the hangar. These construction of a control tower and other buildings was in progress d the cracked runway and taxi strips were under repair. six IL-28 aircraft parked in front of the hangar. These vision that was being formed. Three Soviet officers one pilot, ficers in the IL-28. The course taught by the Soviet officers in that IL-28. The course taught by the Soviet officers is sisted of six months of ground instruction and one month of actual which time the Soviet officers left the airfield. Airfield. From this visit to the airfield, the crowing details of the navigator's compartment The navigator's compartment had the following instruments on the left-side wall (see page 7): (1) The radio compass (radio compasul). (2) Radio altimeter (radio altimetrul). (3) Air-speed indicator (vitezometrul). (4) Gyro-horizont indicator (giro-orizont). (5) An unidentified instrument The radio transmitter and receiver (statica de radio emisiere-ceptie) were located to the right of the air-speed indicator. (5) An unidentified instrument sketch	A grass-covered area. One runway, in the middle of the airfield, which ran in a north-
west-southeast direction and which was 2500 m. long; it was 60 to 80 m. wide and was built of reinforced concrete. The concrete surface was in poor condition and had cracked. no radar facilities nor any control tower at the four Molotov-type gasoline trucks, approximately real tons each, which brought fuel from Constants. Electricity was allable at the field econstruction of a control tower and other buildings was in progress the cracked runway and taxi strips were under repair. six IL-28 airoraft parked in front of the hangar. These vision that was being formed. Three Soviet officers one pilot, ficers in the IL-28s. The course taught by the Soviet officers nesisted of six months of ground instruction and one month of actual which time the Soviet officers left the airfield. Airfield. From this visit to the airfield, Airfield. From this visit to the airfield, Airfield. From this visit to the airfield. Airfield. From this visit to the airfield. Airfield soft the navigator's compartment The navigator's compartment The navigator's compartment The radio compass (radio compasul). (2) Radio altimeter (radio altimetrul). (3) Air-speed indicator (vitezometrul). (4) Gyro-horizont indicator (giro-orizont). (5) An unidentified instrument The radio transmitter and receiver (station de radio emisiere-ceptie) were located to the right of the air-speed indicator.	One runway, in the middle of the airfield, which ran in a north-
to 80 m. wide and was built of reinforced concrete. The concrete surface was in poor condition and had cracked. no radar facilities nor any control tower at the receiver tone each, which brought fuel from Constanta. Electricity was sailable at the field seal on the field seal of a control tower and other buildings was in progress the cracked runway and taxi strips were under repair. six IL-28 aircraft parked in front of the hangar. These stricts had been brought from the USSR and were part of a new bomber to the total that was being formed. Three Soviet officers—one pilot, toers in the IL-28. The course taught by the Soviet officers in the IL-28. The course taught by the Soviet officers in the IL-28. The course taught by the Soviet officers paired of six months of ground instruction and one month of actual which time the Soviet officers left the airfield. Airfield. From this visit to the airfield, the clowing details of the navigator's compartment, the gunner's rect, and the bomb rack: Navigator's Compartment The navigator's compartment had the following instruments on the left-side wall (see page 7): (1) The radio compass (radio compasul). (2) Radio altimeter (radio altimetrul). (3) Air-speed indicator (vitezometrul). (4) Gyro-horizont indicator (giro-orizont). (5) An unidentified instrument The radio transmitter and receiver (statica de radio emisiere-ceptie) were located to the right of the air-speed indicator. (This does not appear on sketch compartment, a panel with 72 switches; including apanel with 72 switches;	One runway, in the middle of the airfield, which ran in a north-
ree tons each, which brought fuel from Constanta. Electricity was asilable at the field allable at the field allable at the field econstruction of a control tower and other buildings was in progress de construction of a control tower and other buildings was in progress de construction of a control tower and other buildings was in progress de construction of a control tower and other repair. Six IL-28 airoraft parked in front of the hangar. These vision that was being formed. Three Soviet officers—one pilot, ficers in the IL-28s. The course taught by the Soviet officers in the IL-28s. The course taught by the Soviet officers wing. This course began in November 1954 and ended on 4 May 1955 which time the Soviet officers left the airfield. Airfield. From this visit to the airfield. Airfield. From this visit to the airfield. Airfield. From this visit to the airfield, the cret, and the bomb rack: Navigator's compartment The navigator's compartment The navigator's compartment had the following instruments on the left-side wall (see page 7): (1) The radio compass (radio compasul). (2) Radio altimeter (radio altimetrul). (3) Air-speed indicator (vitezometrul). (4) Gyro-horizont indicator (giro-orizont). (5) An unidentified instrument The radio transmitter and receiver (station de radio emisiere-ceptie) were located to the right of the air-speed indicator. (This does not appear on sketch On the right-side wall of the navigator's compartment, a panel with 72 switches; included a compartment and other compartment.	crete surface was in poor condition and had cracked.
e construction of a control tower and other buildings was in progress d the cracked runway and taxi strips were under repair. six IL-28 aircraft parked in front of the hangar. These vision that was being formed. Three Soviet officers—one pilot, ficers in the IL-28s. The course taught by the Soviet officers one pilot, ficers in the IL-28s. The course taught by the Soviet officers is in the IL-28s. The course taught by the Soviet officers of six months of ground instruction and one month of actual which time the Soviet officers left the airfield. Airfield. From this visit to the airfield, the clowing details of the navigator's compartment, the gunner's ret, and the bomb rack: Navigator's Compartment The navigator's compartment had the following instruments on the left-side wall (see page 7): (1) The radio compass (radio compasul). (2) Radio altimeter (radio altimetrul). (3) Air-speed indicator (vitezometrul). (4) Gyro-horizont indicator (giro-orizont). (5) An unidentified instrument The radio transmitter and receiver (station de radio emisiere-ceptie) were located to the right of the air-speed indicator. (This does not appear on sketch On the right-side wall of the navigator's compartment, a panel with 72 switches: included.	ree tons each, which brought fuel from Constanta. Electricity was
six IL-28 airoraft parked in front of the hangar. These vision that was being formed. Three Soviet officers one pilot, ficers in the IL-28s. The course taught by the Soviet officers and one technician whose decided and near the IL-28s. The course taught by the Soviet officers in the IL-28s. The course taught by the Soviet officers wing. This course began in November 1954 and ended on 4 May 1955 which time the Soviet officers left the airfield. Airfield. From this visit to the airfield, the course details of the navigator's compartment, the gunner's ret, and the bomb rack: Navigator's Compartment The navigator's compartment had the following instruments on the left-side wall (see page 7): (1) The radio compass (radio compasul). (2) Radio altimeter (radio altimetrul). (3) Air-speed indicator (vitezometrul). (4) Gyro-horizont indicator (giro-orizont). (5) An unidentified instrument The radio transmitter and receiver (station de radio emisiere-ceptie) were located to the right of the air-speed indicator. (This does not appear on sketch On the right-side wall of the navigator's compartment, a panel with 72 switches: included.	Construction of a control
The navigator's compartment had the following instruments on the left-side wall (see page 7): (1) The radio compass (radio compasul). (2) Radio altimeter (radio altimetrul). (3) Air-speed indicator (vitezometrul). (4) Gyro-horizont indicator (giro-orizont). (5) An unidentified instrument The radio transmitter and receiver (station de radio emisiere-ceptie) were located to the right of the air-speed indicator. (This does not appear on sketch On the right-side wall of the navigator's compartment, a panel with 72 switches: included	ring. This course began in November 1954 and ended on 4 May 1955 which time the Soviet officers left the airfield. Airfield. From this visit to the airfield, the lowing details of the navigator's compartment, the gunner's ret, and the bomb rack:
(1) The radio compass (radio compasul). (2) Radio altimeter (radio altimetrul). (3) Air-speed indicator (vitezometrul). (4) Gyro-horizont indicator (giro-orizont). (5) An unidentified instrument The radio transmitter and receiver (station de radio emisiere-ceptie) were located to the right of the air-speed indicator. (This does not appear on sketch On the right-side wall of the navigator's compartment, a panel with 72 switches: included	
(2) Radio altimeter (radio altimetrul). (3) Air-speed indicator (vitezometrul). (4) Gyro-horizont indicator (giro-orizont). (5) An unidentified instrument The radio transmitter and receiver (station de radio emisiere-ceptie) were located to the right of the air-speed indicator. (This does not appear on sketch On the right-side wall of the navigator's compartment, a panel with 72 switches: included	The navigator's compartment had the following instruments on the left-side wall (see page 7):
(2) Radio altimeter (radio altimetrul). (3) Air-speed indicator (vitezometrul). (4) Gyro-horizont indicator (giro-orizont). (5) An unidentified instrument The radio transmitter and receiver (station de radio emisiere-ceptie) were located to the right of the air-speed indicator. (This does not appear on sketch On the right-side wall of the navigator's compartment, a panel with 72 switches: included	Company,
(3) Air-speed indicator (vitezometrul). (4) Gyro-horizont indicator (giro-orizont). (5) An unidentified instrument The radio transmitter and receiver (station de radio emisiere-ceptie) were located to the right of the air-speed indicator. (This does not appear on sketch On the right-side wall of the navigator's compartment, a panel with 72 switches: included	• •
(4) Gyro-horizont indicator (giro-orizont). (5) An unidentified instrument The radio transmitter and receiver (station de radio emisiere-ceptie) were located to the right of the air-speed indicator. (This does not appear on sketch On the right-side wall of the navigator's compartment, a panel with 72 switches: included	
The radio transmitter and receiver (station de radio emisiere- ceptie) were located to the right of the air-speed indicator. (This does not appear on sketch On the right-side wall of the navigator's compartment, a panel with 72 switches: included	
On the right-side wall of the navigator's compartment,	
On the right-side wall of the navigator's compartment, a panel with 72 switches; included among these were switches for interior lights and starters	(This does not appear on sketch
	On the right-side wall of the navigator's compartment, a panel with 72 switches; included among these were switches for interior lights and starters

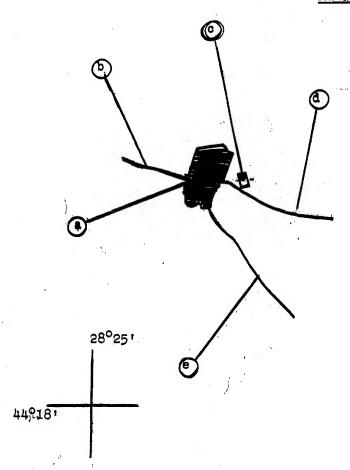
3.

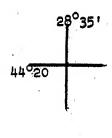
	CONFIDENTIAL -3-
See for	n from above, the following (see page 8 sketch):
(1)	A secondary, or reserve, seat (scaumil de rezerva).
(2)	A board radar support (suportul radiolocator), located in front of the secondary seat which was occupied by the navigator while operating the radar.
(3)	The bombsight (vizorul de bombardament) which was operated by the navigator while sitting in the secondary seat.
(4)	An automatic pilot (pilotul automat) which was used by the navigator as soon as the aircraft reached the target area.
(5)	The navigator's seat (scannul principal) where the navigator normally sat to observe his instrument panel.
(6)	The compass (busola).
was cabi	navigator's compartment was closed. In case of danger during light, the navigator used his main seat, on the right, which ejectable after first automatically opening the top of the in by using a special handle located by this seat. the navigator's compartment was mainly constructed celluloid which gave the navigator a very good view; furthat the navigator's compartment had many other instruss which had Russian lettering.
	10001118
	Tail Gunner's Turret
vas ene the vere	compartment was located in the tail of the aircraft and entered by the gunner (mitraliorul) by means of a hatch, ath the fuselage, which also served as a ladder; this was only entrance to the turret. The following instruments observed in this compartment:
(1)	Optical-sight instruments (aparatele de ochire optice).
(2)	Gunner's seat (scaunul mitraliorului).
3)	Fire-control mechanism.
4)	Radio-communication instruments.
5)	Gunner's helmet.
6)	Oxygen mask (masca de oxigen).
tru hro	this compartment was also primarily concted of celluloid. In case of danger, the gunner escaped ugh the same hatch that served as the entrance.
	Bomb Rack
Was a	was located under the fuselage of the aircraft. Its length about three meters and its width approximately one meter. In bomb rack, different bombs with a total weight of approxi-

	CONFIDENTIAL -4-	25
ead	the IL-28 was provided with two cannons, one on mounted on the outside of the engine nacelles, and that they	25
car	re electrically-operated by the pilot; the caliber of these mons is unknown Two other cannons were located in tail gunner's turret. The navigator flew the aircraft with a automatic pilot during the bombing run.	25
, [the maximum flying altitude of the IL-28 was ,000 m, and that its maximum speed was 700 kph fully loaded at	25
th: kno	is altitude, with a maximum flying range of 4200 kmdid not by whether or not measure fuel tanks were available but learned	. 25
the	at the crew used Soviet-made Racheta parachutes.	25
-28 Ticer	Fraining of Rumanian Pilots and Navigators by Soviet Air Force	25)
Aft fly Mil tra	ter completion of a six month theoretical course and a one-month ying course, the three Soviet Air Force officers left Kogalniceanu litary Airfield. The following Rumanian Air Force officers were ained by Soviet officers on IL-28; these men qualified as instructs and were assigned to the bomber division which was being formed:	
Aft fl; Mil tra	ying course, the three Soviet Air Force officers left Kogalniceanu litary Airfield. The following Rumanian Air Force officers were	
Aft fly Mil tra ors	ying course, the three Soviet Air Force officers left Kogalniceanu litary Airfield. The following Rumanian Air Force officers were ained by Soviet officers on IL-28; these men qualified as instructs and were assigned to the bomber division which was being formed: Lt. Col. (Locotenent Colonel) Moraru (fnu). CO of the new	2: 2:
Aft fl; Mil tra ora	ying course, the three Soviet Air Force officers left Kogalniceanu litary Airfield. The following Rumanian Air Force officers were ained by Soviet officers on IL-28; these men qualified as instructs and were assigned to the bomber division which was being formed: Lt. Col. (Locotenent Colonel) Moraru (fnu), CO of the new IL-28 division at Kogalniceanu Airfield. Senior 1st Lt. (Locotenent Major) Ioan Tamaianu.	2 2 2 2
Aft fly Mil tra ors	ying course, the three Soviet Air Force officers left Kogalniceanu litary Airfield. The following Rumanian Air Force officers were ained by Soviet officers on IL-28; these men qualified as instructand were assigned to the bomber division which was being formed: Lt. Col. (Locotenent Colonel) Moraru (fnu), CO of the new IL-28 division at Kogalniceanu Airfield. Senior 1st Lt. (Locotenent Major) Ioan Tamaianu, navigator Senior 1st Lt. (Locotenent Major) Caravan (fnu), a very good	2: 2: 2: 2: 2:

25X1

25X1
CONSTANTA, 25X1
Rumania.

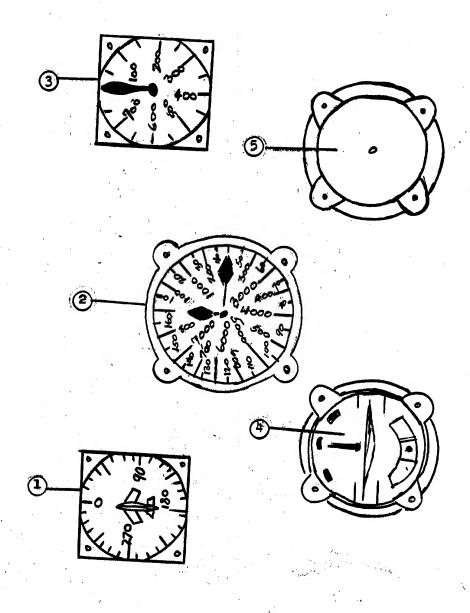




25X1

CONFIDENTIAL -7-

Instruments on Left Side of Wall in Navigator's Compartment



25X1

CONFIDENTIAL

Top View of Navigator's Compartment

